



General Assembly

**Bill No. 7506**

*June Special Session,  
2001*

LCO No. 9197

Referred to Committee on No Committee

Introduced by:

REP. LYONS, 146<sup>th</sup> Dist.

SEN. SULLIVAN, 5<sup>th</sup> Dist.

**AN ACT IMPLEMENTING THE RECOMMENDATIONS OF THE  
TRANSPORTATION STRATEGY BOARD.**

Be it enacted by the Senate and House of Representatives in General Assembly convened:

- 1 Section 1. (NEW) As used in sections 1 to 4, inclusive, of this act:
- 2 (1) "Board" means the Connecticut Transportation Strategy Board;
- 3 (2) "Department" means the Department of Transportation;
- 4 (3) "Commissioner" means the Commissioner of Transportation;
- 5 (4) "Strategy" means a twenty-year strategic plan for transportation
- 6 in this state and any updates of or other revisions to such plan;
- 7 (5) "TIA corridor plan" means a twenty-year strategic plan for
- 8 transportation in a corridor and any updates or other revisions to such
- 9 plan;
- 10 (6) "Transportation project" means any planning, capital or

11 operating project with regard to transportation undertaken by the  
12 state, provided nothing contained in sections 1 to 4, inclusive, of this  
13 act shall be deemed to authorize the board to undertake any project  
14 other than strategic planning;

15 (7) "Local planning agency" means a metropolitan planning  
16 organization, as provided in 23 USC 134, a regional planning agency,  
17 as provided in section 8-31a of the general statutes, a regional council  
18 of elected officials, as defined in subsection (b) of section 4-124i of the  
19 general statutes or a council, as defined in subsection (f) of section 4-  
20 124c of the general statutes;

21 (8) "TIA" means transportation investment area;

22 (9) "Coastal corridor" and "coastal corridor TIA" means the  
23 following towns and the roads, highways, bridges, waterways, ports  
24 and airports in such towns: Ansonia, Beacon Falls, Bethany, Bethel,  
25 Bethlehem, Branford, Bridgeport, Bridgewater, Brookfield, Cheshire,  
26 Danbury, Darien, Derby, East Haven, Easton, Fairfield, Greenwich,  
27 Guilford, Hamden, Madison, Meriden, Middlebury, Milford, Monroe,  
28 Naugatuck, New Canaan, New Fairfield, New Haven, New Milford,  
29 Newtown, North Branford, North Haven, Norwalk, Orange, Oxford,  
30 Prospect, Redding, Ridgefield, Seymour, Shelton, Sherman, Southbury,  
31 Stamford, Stratford, Thomaston, Trumbull, Wallingford, Waterbury,  
32 Watertown, West Haven, Weston, Westport, Wilton, Wolcott,  
33 Woodbridge and Woodbury;

34 (10) "I-84 corridor" and "I-84 TIA" means the following towns and  
35 the roads, highways, bridges, waterways, ports and airports in such  
36 towns: Andover, Ansonia, Avon, Barkhamsted, Beacon Falls, Berlin,  
37 Bethel, Bethlehem, Bloomfield, Bolton, Bridgewater, Bristol,  
38 Brookfield, Burlington, Canaan, Canton, Cheshire, Colebrook,  
39 Cornwall, Danbury, Derby, East Granby, East Hartford, East Windsor,  
40 Ellington, Enfield, Farmington, Glastonbury, Goshen, Granby,  
41 Hartford, Hartland, Harwinton, Hebron, Kent, Litchfield, Manchester,  
42 Marlborough, Middlebury, Morris, Naugatuck, New Britain, New

43 Fairfield, New Hartford, New Milford, Newington, Newtown,  
44 Norfolk, North Canaan, Oxford, Plainville, Plymouth, Prospect,  
45 Redding, Ridgefield, Rocky Hill, Roxbury, Salisbury, Seymour, Sharon,  
46 Shelton, Sherman, Simsbury, Somers, South Windsor, Southbury,  
47 Southington, Stafford, Suffield, Thomaston, Tolland, Torrington,  
48 Union, Vernon, Warren, Washington, Waterbury, Watertown, West  
49 Hartford, Wethersfield, Winchester, Windsor, Windsor Locks, Wolcott  
50 and Woodbury;

51 (11) "I-91 corridor" and "I-91 TIA" means the following towns and  
52 the roads, highways, bridges, waterways, ports and airports in such  
53 towns: Andover, Avon, Berlin, Bethany, Bloomfield, Bolton, Branford,  
54 Bristol, Burlington, Canton, Chester, Clinton, Cromwell, Deep River,  
55 Durham, East Granby, East Haddam, East Hampton, East Hartford,  
56 East Haven, East Windsor, Ellington, Enfield, Essex, Farmington,  
57 Glastonbury, Granby, Guilford, Haddam, Hamden, Hartford, Hebron,  
58 Killingworth, Lyme, Madison, Manchester, Marlborough, Meriden,  
59 Middlefield, Middletown, Milford, New Britain, New Haven,  
60 Newington, North Branford, North Haven, Old Lyme, Old Saybrook,  
61 Orange, Plainville, Plymouth, Portland, Rocky Hill, Simsbury, Somers,  
62 South Windsor, Southington, Suffield, Tolland, Vernon, Wallingford,  
63 West Hartford, West Haven, Westbrook, Wethersfield, Windsor,  
64 Windsor Locks and Woodbridge;

65 (12) "I-395 corridor" and "I-395 TIA" means the following towns and  
66 the roads, highways, bridges, waterways, ports and airports in such  
67 towns: Ashford, Bozrah, Brooklyn, Canterbury, Chaplin, Colchester,  
68 Columbia, Coventry, East Lyme, Eastford, Franklin, Griswold, Groton,  
69 Hampton, Killingly, Lebanon, Ledyard, Lisbon, Mansfield, Montville,  
70 New London, North Stonington, Norwich, Plainfield, Pomfret,  
71 Preston, Putnam, Salem, Scotland, Sprague, Stafford, Sterling,  
72 Stonington, Thompson, Union, Voluntown, Waterford, Willington,  
73 Windham and Woodstock;

74 (13) "Southeast corridor" and "Southeast corridor TIA" means the

75 following towns and the roads, highways, bridges, waterways, ports  
76 and airports in such towns: Bozrah, Chester, Clinton, Colchester, Deep  
77 River, East Lyme, Essex, Franklin, Griswold, Groton, Killingworth,  
78 Ledyard, Lisbon, Lyme, Montville, New London, North Stonington,  
79 Norwich, Old Lyme, Old Saybrook, Preston, Salem, Sprague,  
80 Stonington, Voluntown, Waterford and Westbrook; and

81 (14) "Modal" means a mode of transportation, and "multi-modal"  
82 means two or more modes of transportation.

83 Sec. 2. (NEW) (a) There is created the Connecticut Transportation  
84 Strategy Board, the members of which shall be appointed as follows:

85 (1) Five members from the private sector who have expertise in  
86 transportation, business, finance or law as follows: (A) The Governor  
87 shall appoint one member, who shall be the chairperson, and whose  
88 first term shall expire on June 30, 2005, (B) the president pro tempore  
89 of the Senate shall appoint one member whose first term shall expire  
90 on June 30, 2004, (C) the speaker of the House of Representatives shall  
91 appoint one member whose first term shall expire on June 30, 2003, (D)  
92 the minority leader of the Senate shall appoint one member whose first  
93 term shall expire on June 30, 2003, and (E) the minority leader of the  
94 House of Representatives shall appoint one member whose first term  
95 shall expire on June 30, 2002;

96 (2) One member from each TIA, for which position the chairpersons  
97 of the board of the local planning agencies in such TIA, after  
98 consulting with the participants in such TIA, shall nominate, for  
99 consideration by the appointing authority, three individuals who live  
100 in such TIA and who have significant experience in and knowledge of  
101 local, regional and state governmental processes, including at least one  
102 chief elected official in a town in such TIA, and who shall be appointed  
103 as follows: (A) The chairpersons of the joint standing committee of the  
104 General Assembly having cognizance of matters relating to  
105 transportation shall appoint one member from the southeast corridor  
106 TIA, whose first term shall expire on June 30, 2002, (B) the president

107 pro tempore of the Senate shall appoint one member from the I-91  
108 corridor TIA, whose first term shall expire on June 30, 2003, (C) the  
109 speaker of the House of Representatives shall appoint one member  
110 from the coastal corridor TIA, whose first term shall expire on June 30,  
111 2004, (D) the majority leader of the Senate shall appoint one member  
112 from the I-395 corridor TIA, whose first term shall expire on June 30,  
113 2005, and (E) the majority leader of the House of Representatives shall  
114 appoint one member from the I-84 corridor TIA, whose first term shall  
115 expire on June 30, 2005;

116 (3) The Commissioners of Transportation, Environmental  
117 Protection, Economic and Community Development and Public Safety,  
118 and the Secretary of the Office of Policy and Management; and

119 (b) Upon the expiration of the term of a member of the board who is  
120 appointed as provided in subdivision (1) or (2) of subsection (a) of this  
121 section, each subsequent appointee to the board shall serve for a term  
122 of four years. No person shall serve as a member of the board for more  
123 than two consecutive terms. A vacancy in the position of an appointed  
124 board member shall be filled by the appointing authority for the  
125 remainder of the term.

126 (c) The board may create subcommittees it deems appropriate and  
127 appoint the members of such subcommittees from among its members.  
128 Ten members of the board shall be present to constitute a quorum.

129 (d) The members of the board shall not be compensated for their  
130 service as members of the board.

131 (e) The board may issue guidelines for coordination and  
132 organization to the TIAs. These guidelines shall not constitute  
133 regulations, as defined in subdivision (13) of sections 4-166 of the  
134 general statutes.

135 (f) The staff of the Department of Transportation, the Office of  
136 Policy and Management and the Department of Economic and

137 Community Development shall provide staff assistance to the board.  
138 Within available appropriations, the board may hire consultants with  
139 approval by the Secretary of the Office of Policy and Management and  
140 such consultants shall be procured through the Department of  
141 Transportation.

142 (g) The Transportation Strategy Board is a public agency, as defined  
143 in section 1-200 of the general statutes, for purposes of the Freedom of  
144 Information Act, and is a quasi-public agency, as defined in section 1-  
145 79 of the general statutes, for purposes of chapter 10 of the general  
146 statutes.

147 Sec. 3. (NEW) (a) There are created the following transportation  
148 investment areas: The coastal corridor TIA, I-84 corridor TIA, I-91  
149 corridor TIA, I-395 corridor TIA and the southeast corridor TIA.

150 (b) The local planning agencies in each TIA shall select the  
151 participants in the TIA, including, but not limited to, businesses, labor  
152 unions, trade associations, environmental interest groups and other  
153 interest groups whose participation the local planning agency believes  
154 would be valuable to the TIA in the development of a transportation  
155 plan for the TIA.

156 (c) The local planning agencies in each TIA shall determine the  
157 processes used by such TIA in carrying out its responsibilities under  
158 this act. For the purposes of carrying out such responsibilities, each  
159 TIA shall report to the chief executive officers of such local planning  
160 agencies. Upon request of the local planning agencies, the board shall  
161 assist such agencies.

162 (d) On or before November 15, 2001, the participants in each TIA  
163 shall prepare an initial TIA corridor plan and deliver such plan to the  
164 Connecticut Transportation Strategy Board, established pursuant to  
165 section 2 of this act. Such participants shall deliver full TIA corridor  
166 plans biennially thereafter, beginning on November 15, 2002. The  
167 absence of a TIA corridor plan submitted by any TIA shall not prohibit

168 said board from proposing a strategy as required by section 4 of this  
169 act.

170 (e) On or before August 1, 2001, the chief executive officers of the  
171 local planning agencies in each TIA shall issue notice of an  
172 organizational meeting of the participants in the TIA to commence the  
173 process of creating a transportation plan for such TIA and to make  
174 recommendations for nominations of the board member from such  
175 TIA, as provided in subdivision (2) of subsection (a) of section 2 of this  
176 act.

177 Sec. 4. (NEW) (a) Not later than January 15, 2002, the board shall  
178 propose to the General Assembly an initial transportation strategy.

179 (b) In developing the strategy and the revisions, the board shall take  
180 into account: (1) The strategic concerns associated with the movement  
181 of people and goods; (2) the technological options and multi-modal  
182 options, including, but not limited to, transportation by rail, road, air  
183 or water, available to address such concerns; (3) the relationship of  
184 such concerns and options to sustainable economic growth,  
185 environmental quality, urban development, open space, open space  
186 preservation, access to employment by residents of the state and public  
187 safety; (4) that transportation is a cornerstone of the state's economic  
188 vitality and overall quality of life and therefore inextricably linked to  
189 other key policies that deal with the state's future including, but not  
190 limited to, land use planning, environmental quality, urban vitality  
191 and access to quality jobs and services for the state's residents; (5) the  
192 connectivity of the state to the northeast, continental and international  
193 economies and that the mobility of people and goods within the state  
194 are critical to vibrant and sustainable economic growth; (6) that the  
195 benefits of leveraging existing transportation assets and infrastructure,  
196 especially in urban centers, and the reduction of automobile-oriented  
197 demands, are highly desirable; (7) the integration of brownfields  
198 remediation and affordable housing and access to employment that  
199 should occur as a result of implementing the strategy; (8) the need to

200 engage local planning agencies and other relevant constituencies in  
201 developing the strategy; (9) the need to engage representatives of the  
202 state's major transportation assets and of the transportation industry in  
203 the strategy to help ensure that the strategy is multi-modal and  
204 integrated; (10) the benefits of technology to expand capacity, enhance  
205 safety, provide information and access funding alternatives; (11) the  
206 need to fully explore the sources and methodologies for funding  
207 investments in transportation infrastructure, and for annual operating  
208 and maintenance costs and the regulations applicable to the  
209 expenditure of federal and state funds; (12) that the development of  
210 appropriate metrics, methodologies and standards is essential for  
211 determining customer needs, for evaluating the return on  
212 transportation investments and for the prioritization of specific  
213 projects; (13) that the state needs to play a leadership role with the  
214 other northeastern states and the eastern Canadian provinces in  
215 developing and advocating a transportation strategy for the northeast  
216 region of the continent; (14) that the analyses and decision-making  
217 related to transportation initiatives in the strategy needs to be done  
218 expeditiously within the existing statutory and regulatory framework  
219 and that any amendments to the general statutes or to the Regulations  
220 of Connecticut State Agencies that are needed to achieve such  
221 objectives should be identified; (15) the development, renovation and  
222 expansion of Bradley International Airport; (16) the state conservation  
223 and development plan, established pursuant to section 16a-24 of the  
224 general statutes; and (17) that the role, including the role of financial  
225 incentives, of private sector companies, public agencies and  
226 institutions needs to be clearly defined with respect to (A) encouraging  
227 and supporting employees to use public transportation, (B) providing  
228 employees with appropriate alternatives to the locations at which and  
229 during the times they perform their work, including, but not limited  
230 to, flexible working hours and telecommuting, (C) developing an  
231 effective means for delivering goods within and through the state, and  
232 (D) encouraging different sectors to participate with the state in  
233 specific initiatives.



234 (c) The board shall design the strategy to achieve the following  
235 results:

236 (1) Public benefits that consist of (A) stimulating sustainable  
237 economic growth and enhancing the quality of life for the residents of  
238 the state, and (B) developing and continuously upgrading analytical  
239 tools to demonstrate the link between transportation and the public  
240 benefits;

241 (2) Ease of mobility of people and goods within the state and the  
242 TIAs, that consists of (A) reducing traffic congestion, (B) enabling  
243 inter-corridor movement within the state, and (C) enabling access to  
244 employment opportunities and essential services;

245 (3) Connectivity in access to the regional, national and global  
246 economies, that consists of (A) improving access (i) to surrounding  
247 states, consisting of the Interstate-95 corridor to New York, the  
248 Connecticut River Valley and Interstate-91 corridor to Springfield,  
249 Massachusetts and southeastern Connecticut to Massachusetts, New  
250 York and Rhode Island, and (ii) to the national and global economies;  
251 and (B) expanding modal choices for passenger and freight, consisting  
252 of (i) developing an airport system that stimulates growth, (ii) linking  
253 the state to international rail grids, (iii) developing water-borne  
254 alternatives, and (iv) assuring workable freight access to the ports of  
255 New York and New Jersey and the corridor related to the North  
256 American Free Trade Agreement; and

257 (4) Safety and security that consists of (A) adequately maintaining  
258 infrastructure and equipment, and (B) enforcing safe operations and  
259 use of the transportation systems by customers and operators.

260 (d) In designing the strategy to achieve the results provided in  
261 subsection (c) of this section, the board shall evaluate specific tactics  
262 and approaches in the strategy by using the following criteria:

263 (1) Focusing on people who use transportation systems by (A)

264 involving such people directly in planning and through ongoing  
265 market research, (B) creating a seamless interface with state, regional,  
266 national and global systems, and (C) developing transportation  
267 systems that operate as if they had intelligence, including, but not  
268 limited to, systems that provide real-time information to their users;

269 (2) Oriented to economic growth by (A) responsiveness to general  
270 business needs, (B) responsiveness to specific industry cluster needs,  
271 and (C) support for state urban development strategies;

272 (3) Being environmentally responsible by (A) improving air quality,  
273 (B) leveraging existing assets to minimize impact on wetlands and  
274 open space by directing development to the areas of the state that have  
275 the infrastructure to support the development, and (C) reducing  
276 energy consumption;

277 (4) Encouraging and enabling inter-modal links and usage wherever  
278 possible, and managing the transportation systems from a multi-modal  
279 perspective; and

280 (5) Involving the TIAs by (A) building upon natural economic and  
281 service areas, (B) enhancing connectivity of all population centers in  
282 the state, and (C) implementing strategic priorities through TIAs.

283 (e) The board shall include in the strategy the criteria by which the  
284 board, the commissioner and the department will evaluate and  
285 prioritize existing and proposed transportation projects.

286 (f) The board shall identify in the strategy the tools and measures by  
287 which it intends to assess transportation system performance and  
288 analyze the value of projects proposed to implement the strategy,  
289 including their overall value to the state as a public investment.

290 (g) The board shall include in the strategy (1) a projection of the  
291 required capital investments and operating costs over the next  
292 succeeding ten years and the recommended sources of such funds, (2)  
293 a distinction between transportation costs for operations and

294 maintenance and transportation investments which shall (A) be based  
295 on the strategy and evaluated against strategic goals, (B) provide  
296 additional benefits that are tangible and attainable, (C) include a range  
297 of transportation uses including, but not limited to, transit, airways,  
298 highways, waterways and freight, to gain public support, (D) reach as  
299 many people as possible throughout the entire community in each  
300 TIA, and (E) respond to widely perceived needs.

301 (h) The board shall review the TIA corridor plan prepared by each  
302 TIA, as provided in section 3 of this act, and may incorporate all or  
303 parts of such plans in the strategy.

304 (i) In developing and revising the strategy, the board may: (1)  
305 Conduct public hearings; (2) consult and cooperate with officials and  
306 representatives of the federal government, neighboring states,  
307 interstate commissions and authorities, local agencies and authorities,  
308 interested corporations and other organizations concerning problems  
309 affecting transportation in the state; (3) request and receive from any  
310 agency or other unit of the government, of the state or of any political  
311 subdivision of the state, or from any public authority, such assistance  
312 and data as may be necessary to enable the board to carry out the  
313 board's responsibilities under this section; and (4) to the extent the  
314 board may deem appropriate, make use of, and incorporate in the  
315 strategy, any existing long-range transportation plan, survey or report  
316 developed by any public or private agency or person.

317 (j) Copies of the strategy and revisions to the strategy shall be kept  
318 on file as a public record in the department.

319 (k) Not later than January 15, 2002, the board shall submit an initial  
320 strategy and preliminary projections of the cost necessary to  
321 implement the strategy over the first ten years to the Governor and the  
322 General Assembly in accordance with section 11-4a of the general  
323 statutes. Such strategy shall be subject to approval by the General  
324 Assembly. On June 30, 2002, and each December thirty-first and June  
325 thirtieth thereafter, the board shall submit a status report on the

326 implementation of and any needed revisions to the strategy and the  
327 quarterly report provided by the Department of Economic and  
328 Community Development, pursuant to subsection (b) of section 6 of  
329 this act to the joint standing committee of the General Assembly  
330 having cognizance of matters relating to transportation in accordance  
331 with section 11-4a of the general statutes. On December 15, 2002, and  
332 every two years thereafter, the board shall update or revise the  
333 strategy, if necessary, and shall submit a report on implementation of  
334 the strategy to the Governor and the General Assembly, as provided in  
335 section 11-4a of the general statutes. All such updates and revisions  
336 shall be subject to approval by the General Assembly.

337 (l) The board shall monitor, for purposes of continued  
338 recommendations, the implementation of the strategy by prioritizing  
339 transportation projects and the tactics and processes necessary to  
340 implement such projects for the purposes of proposed legislative  
341 approval.

342 (m) The board shall annually review the proposed operating and  
343 capital budgets of the department as they relate to the implementation  
344 of the strategy and shall make recommendations to the commissioner,  
345 the Governor and the General Assembly.

346 (n) The board shall consult with members and appropriate staff of  
347 the state congressional delegation and with appropriate  
348 representatives of the United States Department of Transportation  
349 with respect to federal transportation funding and initiatives.

350 Sec. 5. Subsection (d) of section 2c-2b of the general statutes is  
351 amended by adding subdivision (28) as follows:

352 (NEW) (28) The Connecticut Transportation Strategy Board.

353 Sec. 6. (NEW) (a) The Commissioner of Economic and Community  
354 Development and the executive directors of the Connecticut  
355 Development Authority and Connecticut Innovations, Incorporated

356 shall submit an impact statement for each project new to the state or  
357 new construction and seek funding from said entities to the  
358 Connecticut Transportation Strategy Board, created pursuant to  
359 section 2 of this act, summarizing whether or not such project  
360 conforms to the strategy said board submits to the General Assembly  
361 in accordance with section 4 of this act.

362 (b) On or before July 1, 2002, and quarterly thereafter, the  
363 Commissioner of Economic and Community Development shall  
364 update the board on all project activities occurring during such  
365 quarter.

366 Sec. 7. (NEW) The Commissioner of Economic and Community  
367 Development, in consultation with the Commissioner of  
368 Transportation, shall collaborate with the towns and cities in the state  
369 to promote and market areas of retail sales and services surrounding  
370 rail, bus terminals, airports and ports around the state. The  
371 Commissioner of Economic and Community Development may use  
372 the services of the Connecticut Economic Resource Center and any  
373 other entity it deems necessary.

374 Sec. 8. (NEW) (a) There is established a Bradley Board of Directors  
375 to oversee the operation and development of Bradley International  
376 Airport.

377 (b) The Bradley Board of Directors shall consist of seven members,  
378 appointed as follows: The Commissioner of Transportation and the  
379 Commissioner of Economic and Community Development, each  
380 serving ex-officio, a representative appointed by the speaker of the  
381 House of Representatives from the Connecticut Transportation  
382 Strategy Board, created by section 2 of this act, a representative  
383 appointed by the minority leader of the House of Representatives from  
384 among the members of the Bradley International Community  
385 Advisory Board, as created by section 11 of this act and three private  
386 sector members appointed as follows: (A) The Governor shall appoint  
387 one member, who shall be the chairperson, and whose first term shall

388 expire on June 30, 2005, (B) the president pro tempore of the Senate  
389 shall appoint one member whose first term shall expire on June 30,  
390 2005, (C) the minority leader of the Senate shall appoint one member  
391 whose first term shall expire on June 30, 2005. The term of office of  
392 each successor shall be four years.

393 (c) Each member before entering upon the member's duties shall  
394 take and subscribe to the oath required by article XI, section 1 of the  
395 State Constitution.

396 (d) The appointed members shall be senior business leaders or  
397 executives who have management experience with corporate or  
398 institutional organizations, and shall include individuals who have  
399 expertise and experience in one or more of the following areas:  
400 Financial planning, budgeting and assessment, marketing, master  
401 planning, strategic planning and transportation management.

402 (e) A member who misses three consecutive meetings shall be  
403 deemed to have resigned.

404 (f) The Bradley Board of Directors shall elect a vice-chairperson  
405 annually from among the appointed members.

406 (g) The powers of the Bradley Board of Directors shall be vested in  
407 and exercised by not less than five of its members. Such number of  
408 members shall constitute a quorum and the affirmative vote of a  
409 majority of the members present at a meeting of the board shall be  
410 necessary for any action of the Bradley Board of Directors.

411 (h) Members of the Bradley Board of Directors shall receive no  
412 compensation. The Bradley Board of Directors is a public agency, as  
413 defined in section 1-200 of the general statutes, for purposes of the  
414 Freedom of Information Act, and is a quasi-public agency, as defined  
415 in section 1-79 of the general statutes, for purposes of chapter 10 of the  
416 general statutes.

417 Sec. 9. (NEW) The Bradley Board of Directors shall have the duty

418 and authority to: (1) In consultation with the Commissioner of  
419 Transportation, develop an organizational and management structure  
420 that will best accomplish the goals of Bradley International Airport; (2)  
421 approve the annual capital and operating budget of Bradley  
422 International Airport; (3) act in cooperation with the Connecticut  
423 Transportation Strategy Board, created pursuant to section 2 of this act;  
424 (4) advocate for Bradley International Airport's interests and ensure  
425 that Bradley International Airport's potential as an economic  
426 development resource for the state and region are fully realized; (5)  
427 ensure that an appropriate mission statement and set of strategic goals  
428 for Bradley International Airport are established and that progress  
429 toward accomplishing the mission and strategic goals is regularly  
430 assessed; (6) approve Bradley International Airport's master plan; (7)  
431 establish and review policies and plans for marketing the airport and  
432 for determining the best use of airport property; (8) ensure appropriate  
433 independent expertise is available to advise the Bradley Board of  
434 Directors, particularly in the areas of strategy and marketing and select  
435 consultants as necessary, for purposes related to strategy and  
436 marketing, pursuant to procedures established by the board; (9) ensure  
437 customer service standards, performance targets and performance  
438 assessment systems are established for the airport enterprise; (10)  
439 approve community relations policies and ensure that the community  
440 advisory board, created pursuant to section 11 of this act, operates  
441 effectively to ensure that community comment and information is  
442 regularly and fully considered in decisions related to Bradley  
443 International Airport; (11) create a code of conduct for the Bradley  
444 Board of Directors consistent with part I of chapter 10 of the general  
445 statutes; (12) report to the Governor and the General Assembly on an  
446 annual basis; (13) establish procedures to review significant contracts,  
447 other than collective bargaining agreements, relating to the operation  
448 of Bradley International Airport prior to approval, which procedures  
449 shall require completion of each such review no later than ten business  
450 days after the board receives the contract; and (14) adopt rules for the  
451 conduct of its business which shall not be considered regulations, as

452 defined in subdivision (13) of section 4-166 of the general statutes.

453       Sec. 10. (NEW) For administrative purposes only, the Bradley Board  
454 of Directors shall perform its functions within the Department of  
455 Transportation. The administrative functions of the board of directors  
456 shall be performed by the Department of Transportation and the costs  
457 thereof, including the cost of consultants recommended to advise the  
458 Bradley Board of Directors, may be reimbursed by the Enterprise  
459 Fund. Consultants recommended by the Bradley Board of Directors  
460 shall be engaged by the Department of Transportation but shall report  
461 to the Bradley Board of Directors. The selection and engagement of  
462 consultants for the Bradley Board of Directors shall be exempt from  
463 sections 13b-20b to 13b-20m, inclusive, and sections 4-212 to 4-219,  
464 inclusive, of the general statutes.

465       Sec. 11. (NEW) (a) A Bradley International Community Advisory  
466 Board is established to represent the interests of the communities and  
467 the region surrounding Bradley International Airport. The community  
468 advisory board shall work with the airport administration and issue  
469 semi-annual reports to the Bradley Board of Directors. The community  
470 advisory board shall utilize the Bradley Board of Directors as a  
471 resource to support its development initiatives.

472       (b) The community advisory board shall consist of the chief elected  
473 officials of Windsor, Windsor Locks, East Granby and Suffield.

474       (c) The community advisory board shall have two core purposes: (1)  
475 To provide a regular communication vehicle between airport  
476 administrators and nearby towns on issues of concern to residents  
477 such as noise and traffic, and (2) to advise the Bradley Board of  
478 Directors on issues of transportation, land use, planning, zoning and  
479 economic development on land surrounding the airport or in close  
480 proximity to it. For the purposes of subdivision (2) of this subsection,  
481 there shall be a subcommittee, appointed by the community advisory  
482 board, made up of each town's manager or planner, together with  
483 representatives from regional organizations including: The Capital



484 Region Council of Governments, Greater Hartford Growth Council,  
485 Springfield Regional Planning Agency and the Department of  
486 Economic and Community Development. The subcommittee shall  
487 work to develop new businesses around the airport and shall report to  
488 the community advisory board on a regular basis on its activities.

489 (d) Members of the community advisory board and the  
490 development committee shall be considered members of an advisory  
491 board for the purposes of the part I of chapter 10 of the general  
492 statutes.

493 Sec. 12. Section 15-101l of the general statutes is repealed and the  
494 following is substituted in lieu thereof:

495 (a) The State Bond Commission may authorize the issuance of  
496 bonds of the state in one or more series and in principal amounts  
497 necessary to carry out the purposes of sections 15-101k to 15-101p,  
498 inclusive, as amended by this act. [but not in excess of the aggregate  
499 amount of two hundred ninety-four million dollars, provided any  
500 special obligation bonds issued to finance self-sustaining special  
501 facilities payable solely from revenues derived from such special  
502 facilities and not payable from gross operating revenues pledged to  
503 secure bonds issued pursuant to an indenture of trust dated as of  
504 October 1, 1982, as amended from time to time, shall not be included in  
505 calculating said maximum aggregate amount of bonds.] Such bonds  
506 shall be payable from all or a portion of the revenues of Bradley  
507 International Airport, as may be specified in the proceedings  
508 authorizing such bonds, and may include, among other types of bonds,  
509 special purpose revenue bonds payable solely from revenues derived  
510 from special purpose facilities, bonds payable from particular sources  
511 of revenues and bonds payable in whole or in part from passenger  
512 facility charges to the extent permitted under applicable federal law.  
513 The Commissioner of Transportation shall evidence a request to issue  
514 bonds by filing with the Treasurer a resolution duly adopted by the  
515 board identifying the projects or other improvements to be acquired,

516 constructed and installed at Bradley International Airport and  
517 requesting issuance by the state of bonds to finance such projects and  
518 other improvements; the Treasurer thereupon shall file a request for  
519 the issuance of such bonds with the Secretary of the State Bond  
520 Commission. The board of directors may appoint a finance or other  
521 committee of the board of one or more officers or employees to serve  
522 as the board's authorized delegate in connection with the issuance of  
523 bonds pursuant to this section.

524 (b) Bonds issued pursuant to [subsection (a) of] this section shall be  
525 special obligations of the state and shall not be payable from nor  
526 charged upon any funds other than the revenues pledged to the  
527 payment thereof, nor shall the state or any political subdivision thereof  
528 be subject to any liability thereon except to the extent of such pledged  
529 revenues. The issuance of bonds under the provisions of sections 15-  
530 101k to 15-101p, inclusive, as amended by this act, shall not directly or  
531 indirectly or contingently obligate the state or any political subdivision  
532 thereof to levy or to pledge any form of taxation whatever therefor or  
533 to make any appropriation for their payment. The bonds shall not  
534 constitute a charge, lien or encumbrance, legal or equitable, upon any  
535 property of the state or of any political subdivision thereof, except the  
536 property mortgaged or otherwise encumbered under the provisions  
537 and for the purposes of sections 15-101k to 15-101p, inclusive, as  
538 amended by this act. The substance of such limitation shall be plainly  
539 stated on the face of each bond. Bonds issued pursuant to sections 15-  
540 101k to 15-101p, inclusive, as amended by this act, shall not be subject  
541 to any statutory limitation on the indebtedness of the state and such  
542 bonds, when issued, shall not be included in computing the aggregate  
543 indebtedness of the state in respect to and to the extent of any such  
544 limitation.

545 (c) The bonds referred to in [subsection (a) of] this section may be  
546 executed and delivered at such time or times, shall be dated, shall bear  
547 interest at such rate or rates, including variable rates to be determined  
548 in such manner as set forth in the proceedings authorizing the issuance

549 of the bonds, provide for payment of interest on such dates, whether  
550 before or at maturity, shall mature at such time or times not exceeding  
551 forty years from their date, have such rank or priority, be payable in  
552 such medium of payment, be issued in coupon, registered or book  
553 entry form, carry such registration and transfer privileges and be  
554 subject to purchase or redemption before maturity at such price or  
555 prices and under such terms and conditions, including the condition  
556 that such bonds be subject to purchase or redemption on the demand  
557 of the owner thereof, all as may be [provided] determined by the State  
558 Bond Commission. The State Bond Commission shall determine the  
559 form of the bonds, including any interest coupons to be attached  
560 thereto, the manner of execution of the bonds, the denomination or  
561 denominations of the bonds and the place or places of payment of  
562 principal and interest, which may be at any bank or trust company  
563 within or without the state. Prior to the preparation of definitive  
564 bonds, the State Bond Commission may, under like restrictions, [issue]  
565 provide for the issuance of interim receipts or temporary bonds, with  
566 or without coupons, exchangeable for definitive bonds when such  
567 bonds have been executed and are available for delivery. If any of the  
568 officers whose signatures appear on the bonds or coupons cease to be  
569 officers before the delivery of any such bonds, such signatures shall,  
570 nevertheless, be valid and sufficient for all purposes, the same as if  
571 they had remained in office until delivery.

572 (d) Any bonds issued under the authority of sections 15-101k to 15-  
573 101p, inclusive, as amended by this act, may be sold at public sale on  
574 sealed proposals or by negotiation in such manner, at such price and at  
575 such time or times as may be determined by the Treasurer to be most  
576 advantageous, subject to the approval of the State Bond Commission.  
577 The state may pay from the proceeds of the bonds all costs and  
578 expenses which the Treasurer may deem necessary or advantageous in  
579 connection with the authorization, sale and issuance thereof, including  
580 the cost of interest on any short-term financing authorized under  
581 subsection (b) of section 15-101n.

582 (e) The principal of and interest on any bonds issued pursuant to  
583 [subsection (a) of] this section shall be secured by a pledge of the  
584 revenues out of which such bonds shall be made payable. They may be  
585 secured by a mortgage covering all or any part of the project from  
586 which the revenues so pledged may be derived or by a pledge of one  
587 or more leases, sale contracts or loan agreements with respect to such  
588 project or by a pledge of one or more notes, debentures, bonds or other  
589 secured or unsecured debt obligations of any lessee or contracting  
590 party under a loan agreement or sale contract or by a pledge of reserve  
591 and sinking funds established pursuant to the resolution authorizing  
592 the issuance of the bonds and any other funds and accounts, including  
593 proceeds from investment of any of the foregoing, established  
594 pursuant to this chapter or the proceedings authorizing the issuance of  
595 such bonds, and by moneys paid under a credit facility, including but  
596 not limited to, a letter of credit or policy of bond insurance, issued by a  
597 financial institution pursuant to an agreement authorized by such  
598 proceedings.

599 (f) The proceedings under which the bonds are authorized to be  
600 issued pursuant to [subsection (a) of] this section, and any mortgage  
601 given to secure the same, may, subject to the provisions of the general  
602 statutes, contain any agreements and provisions customarily contained  
603 in instruments securing bonds, including, but not limited to: (1)  
604 Provisions respecting custody of the proceeds from the sale of the  
605 bonds, including their investment and reinvestment until used for the  
606 cost of the project; (2) provisions respecting the fixing and collection of  
607 rents or payments with respect to the facilities of Bradley International  
608 Airport and the application and use of passenger facility charges; (3)  
609 the terms to be incorporated in the lease, sale contract or loan  
610 agreement with respect to the project; (4) the maintenance and  
611 insurance of the project; (5) the creation, maintenance, custody,  
612 investment and reinvestment and use of the revenues derived from the  
613 operation of Bradley International Airport; (6) establishment of  
614 reserves or sinking funds, and such accounts thereunder as may be  
615 established by the State Bond Commission, and the regulation and

616 disposition thereof; (7) the rights and remedies available in case of a  
617 default to the bondholders or to any trustee under any lease, sale  
618 contract, loan agreement, mortgage or trust indenture; (8)  
619 reimbursement agreements remarketing agreements, standby bond  
620 purchase agreements or similar agreements in connection with  
621 obtaining any credit or liquidity facilities including, but not limited to,  
622 letters of credit or policies of bond insurance [, remarketing  
623 agreements and agreements for the purpose of moderating interest  
624 rate fluctuations, and of] and such other agreements entered into  
625 pursuant to section 3-20a; (9) provisions for the issuance of additional  
626 bonds on a parity with bonds theretofore issued, including  
627 establishment of coverage requirements with respect thereto; [and] (10)  
628 covenants to do or to refrain from doing such acts and things as may  
629 be necessary or convenient or desirable in order to better secure any  
630 bonds or to maintain any federal or state exemption from tax of the  
631 interest on such bonds; and (11) provisions or covenants of like or  
632 different character from the foregoing which are consistent with the  
633 provisions of this chapter and which the State Bond Commission  
634 determines in such proceedings are necessary, convenient or desirable  
635 in order to better secure the bonds or bond anticipation notes, or will  
636 tend to make the bonds or bond anticipation notes more marketable,  
637 and which are in the best interests of the state. The proceedings under  
638 which the bonds are authorized, and any mortgage given to secure the  
639 same, may further provide that any cash balances not necessary (A) to  
640 pay the cost of maintaining, repairing and operating the facilities of  
641 Bradley International Airport, (B) to pay the principal of and interest  
642 on the bonds as the same shall become due and payable, and (C) to  
643 create and maintain reserve and sinking funds as provided in any  
644 authorizing resolution, or other proceedings shall be deposited into  
645 [the General Fund of the state at designated intervals, or be deposited  
646 in] a Bradley International Airport working fund to be held in trust by  
647 the treasurer and applied to future debt service requirements or other  
648 general airport purposes.

649 (g) In the discretion of the State Bond Commission, bonds issued

650 pursuant to [subsection (a) of] this section may be secured by a trust  
651 indenture by and between the state and a corporate trustee, which may  
652 be any trust company or bank having the powers of a trust company  
653 within or without the state. Such trust indenture may contain such  
654 provisions for protecting and enforcing the rights and remedies of the  
655 bondholders as may be reasonable and proper and not in violation of  
656 law, including covenants setting forth the duties of the state in relation  
657 to the exercise of its powers pursuant to sections 15-101k to 15-101p,  
658 inclusive, as amended by this act, and the custody, safeguarding and  
659 application of all moneys. The state may provide by such trust  
660 indenture for the payment of the proceeds of the bonds and the  
661 revenues from the operation of Bradley International Airport to the  
662 trustee under such trust indenture or other depository, and for the  
663 method of disbursement thereof, with such safeguards and restrictions  
664 as it may determine. All expenses incurred in carrying out such trust  
665 indenture may be treated as a part of the operating expenses of the  
666 project. If the bonds shall be secured by a trust indenture, the  
667 bondholders shall have no authority to appoint a separate trustee to  
668 represent them.

669 (h) Any pledge made by the state shall be valid and binding from  
670 the time when the pledge is made, and the revenues or property so  
671 pledged and thereafter received by the state shall immediately be  
672 subject to the lien of such pledge without any physical delivery thereof  
673 or further act. The lien of any such pledge shall be valid and binding as  
674 against all parties having claims of any kind in tort, contract, or  
675 otherwise against the state, irrespective of whether such parties have  
676 notice thereof. Neither the resolution nor any other instrument by  
677 which a pledge is created need be recorded.

678 (i) The Treasurer shall have power out of any funds available  
679 therefor to purchase bonds or notes of the state issued pursuant to this  
680 section and section 15-101n. The Treasurer may hold, pledge, cancel or  
681 resell such bonds, subject to and in accordance with agreements with  
682 bondholders.

683 (j) Whether or not the notes and bonds are of such form and  
684 character as to be negotiable instruments under the terms of the  
685 Uniform Commercial Code, the notes and bonds are hereby made  
686 negotiable instruments within the meaning of and for all purposes of  
687 the Uniform Commercial Code, subject only to the provisions of the  
688 notes and bonds for registration.

689 (k) Any moneys held by the Treasurer with respect to Bradley  
690 International Airport, or by a trustee pursuant to a trust indenture,  
691 subject to the provisions of such indenture, including proceeds from  
692 the sale of any bonds and notes, and revenues, receipts and income  
693 from the operation of Bradley International Airport may be invested  
694 and reinvested in such obligations, securities, and other investments,  
695 including without limitation participation certificates in the Short  
696 Term Investment Fund created in section 3-27a, or deposited or  
697 redeposited in such bank or banks, all as shall be authorized by the  
698 State Bond Commission in the proceedings authorizing the issuance of  
699 the bonds and notes.

700 (l) For the purposes of sections 15-101k to 15-101p, inclusive, as  
701 amended by this act, the costs of the project payable out of the  
702 proceeds of bonds issued pursuant to [subsection (a)] this section shall  
703 include: (i) Expenses and obligations incurred for labor and materials  
704 in connection with the construction of the project; (ii) the cost of  
705 acquiring by purchase, if such purchase shall be deemed expedient,  
706 and the amount of any award or final judgment in any proceedings to  
707 acquire by condemnation, such land, property rights, rights-of-way,  
708 franchises, easements and other interests in land as may be deemed  
709 necessary or convenient in connection with such construction or with  
710 the operation of the project, and the amount of any damages incident  
711 thereto; (iii) the costs of all machinery and equipment acquired in  
712 connection with the project, (iv) reserves for the payment of the  
713 principal of and interest on any notes and bonds issued pursuant to  
714 this section and section 15-101n, and interest accruing on any such  
715 notes, during construction of the project and for six months after

716 completion of such construction, (v) initial working capital, expenses  
717 of administration properly chargeable to the construction or  
718 acquisition of the project, legal, architectural and engineering expenses  
719 and fees, costs of audits, costs of preparing and issuing any notes and  
720 bonds pursuant to this section and section 15-101n, and (vi) all other  
721 items of expense not elsewhere specified incident to the planning,  
722 acquisition and construction of the project or of the placing of the same  
723 in operation.

724 (m) None of the bonds authorized pursuant to [subsection (a) of]  
725 this section [,] shall be issued and sold except upon a finding by the  
726 State Bond Commission that there has been filed with it a request for  
727 such authorization, which is signed by the Secretary of the Office of  
728 Policy and Management or on [his] said secretary's behalf and stating  
729 such terms and conditions as said commission, in its discretion, may  
730 require.

731 (n) For purposes of sections 15-101k to 15-101p, inclusive, as  
732 amended by this act, the term "project" shall refer to the renovations  
733 and improvements to be acquired and constructed at Bradley  
734 International Airport [described in section 15-101k] as may be specified  
735 from time to time by the board in a resolution as contemplated by  
736 subsection (a) of this section.

737 Sec. 13. Section 15-101n of the general statutes is repealed and the  
738 following is substituted in lieu thereof:

739 (a) Any bonds issued under the provisions of [subsection (a) of]  
740 section 15-101l, as amended by this act, or to refund any such bonds  
741 issued under such section, and at any time outstanding may at any  
742 time from time to time be refunded by the state by the issuance of its  
743 refunding bonds in such amounts as the State Bond Commission may  
744 deem necessary, but not exceeding an amount sufficient to refund the  
745 principal of the bonds to be so refunded, any unpaid interest thereon  
746 and any premiums and commissions necessary to be paid in  
747 connection therewith and to pay costs and expenses which the



748 Treasurer may deem necessary or advantageous in connection with the  
749 authorization, sale and issuance of refunding bonds. Any such  
750 refunding may be effected whether the bonds to be refunded shall  
751 have matured or shall thereafter mature. All refunding bonds issued  
752 hereunder shall be payable [solely from the revenues out of which the  
753 bonds to be refunded thereby are payable] and shall be subject to and  
754 may be secured in accordance with the provisions of section 15-101l, as  
755 amended by this act.

756 (b) Whenever the State Bond Commission has adopted a resolution  
757 authorizing bonds pursuant to [subsection (a) of] section 15-101l, as  
758 amended by this act, the Treasurer may, pending the issue of such  
759 bonds, issue, in the name of the state, temporary notes and any  
760 renewals thereof in anticipation of the proceeds from the sale of such  
761 bonds, which notes and any renewals thereof shall be designated  
762 "Bond Anticipation Notes". Such portion of the proceeds from the sale  
763 of such bonds as may be so required shall be applied to the payment of  
764 the principal of and interest on any such bond anticipation notes which  
765 have been issued. The principal of and interest on any bond  
766 anticipation notes issued pursuant to this subsection may be repaid  
767 from pledged revenues or other receipts, funds or moneys pledged to  
768 the repayment of the bonds in anticipation of which the bond  
769 anticipation notes are issued, to the extent not paid from the proceeds  
770 of renewals thereof or of the bonds.

771 Sec. 14. Section 15-101o of the general statutes is repealed and the  
772 following is substituted in lieu thereof:

773 (a) It is hereby determined that the purposes of sections 15-101k to  
774 15-101p, inclusive, as amended by this act, are public purposes and  
775 that the state will be performing an essential governmental function in  
776 the exercise of the powers conferred upon it hereunder. The state  
777 covenants with the purchasers and all subsequent holders and  
778 transferees of notes and bonds issued by the state pursuant to sections  
779 15-101l and 15-101n, as amended by this act, in consideration of the

780 acceptance of and payment for the notes and bonds, that the principal  
781 and interest of such notes and bonds shall at all times be free from  
782 taxation, except for estate and gift taxes, imposed by the state or by  
783 any political subdivision thereof but the interest on such notes and  
784 bonds shall be included in the computation of any excise or franchise  
785 tax. The Treasurer is authorized to include this covenant of the state in  
786 any agreement with the holder of such notes or bonds. Any notes or  
787 bonds issued by the state pursuant to sections 15-101l and 15-101n, as  
788 amended by this act, may be issued on a basis that provides that the  
789 interest thereon is intended to be exempt or not to be exempt from  
790 federal income taxation, as may be determined by the Treasurer.

791 (b) Bonds issued under the authority of [subsection (a) of] section  
792 15-101l, as amended by this act, are hereby made securities in which all  
793 public officers and public bodies of the state and its political  
794 subdivisions, all insurance companies, credit unions, building and loan  
795 associations, investment companies, banking associations, trust  
796 companies, executors, administrators, trustees and other fiduciaries  
797 and pension, profit-sharing and retirement funds may properly and  
798 legally invest funds, including capital in their control or belonging to  
799 them. Such bonds are hereby made securities which may properly and  
800 legally be deposited with and received by any state or municipal  
801 officer or any agency or political subdivision of the state for any  
802 purpose for which the deposit of bonds or obligations of the state is  
803 now or may hereafter, be authorized by law.

804 Sec. 15. Section 15-101p of the general statutes is repealed and the  
805 following is substituted in lieu thereof:

806 All revenue from the operation of Bradley International Airport  
807 shall be paid to the State Treasurer to be held in trust, and the  
808 Treasurer shall not commingle such moneys with any other moneys.  
809 Such moneys shall be deposited in a separate account or accounts in  
810 banks or trust companies organized under the law of the state or in  
811 national banking associations doing business in the state, provided

812 that the Treasurer shall have power to contract with the holders of any  
813 notes or bonds issued pursuant to sections 15-101l or 15-101n, as  
814 amended by this act, or with a trustee acting pursuant to a trust  
815 indenture for the benefit of such holders, as to the custody, collection,  
816 securing, investment and application of the proceeds of such notes and  
817 bonds and of the revenue from the operation of Bradley International  
818 Airport, and to carry out such contracts. Such account or accounts shall  
819 constitute a separate nonlapsing enterprise fund to be known as the  
820 "Bradley Enterprise Fund".

821       Sec. 16. (a) The sum of fifty million dollars appropriated to the  
822 Department of Transportation, in subsection (a) of section 47 of house  
823 bill 7501 of the current session shall be used for the purpose of:(1)  
824 funding the Jobs Access program which provides later evening bus  
825 service route extensions and customized paratransit services for  
826 residents in the cities of Bridgeport, Hartford, New Haven and  
827 Waterbury; (2) expanding existing commuter parking lots state-wide;  
828 (3) marketing an employer-sponsored pretax commuter benefit  
829 program to be known as the "Deduct-A-Ride" program; (4) a design  
830 study for an Orange/West Haven rail station with parking for one  
831 thousand commuters; (5) a site selection study for the expansion of the  
832 New Haven Line rail maintenance facilities' capacity and to purchase  
833 land for a new rail service maintenance facility; (6) providing funding  
834 to expand bus services connecting with rail services in the Coastal  
835 Corridor, as defined in subdivision (9) of section 1 of this act; (7)  
836 improving and further developing an Accident Clearance Policy to  
837 minimize the number of accidents on Interstate Route I-95 and the  
838 Merritt Parkway and enhancing hours of truck safety stations; (8)  
839 analyzing and recommending the appropriateness of peak hour on-  
840 ramp closures on Interstate I-95, located in the Coastal Corridor, as  
841 defined in subdivision (9) of section 1 of this act, including how such  
842 closures would alleviate traffic congestion; (9) partnering with Amtrak,  
843 Metro-North and rail labor unions to allow Shore-Line-East trains to  
844 run through New Haven to Bridgeport, Stamford and Greenwich for a  
845 two-year trial period; (10) partnering with Amtrak to provide an

846 additional peak period train for a two-year trial period and to promote  
847 monthly tickets from Connecticut to Penn Station; (11) expanding  
848 Fairfield County inter-regional service by purchasing ten new buses  
849 and providing funding for additional local bus service; (12) providing  
850 operating funding to expand bus services for existing and new western  
851 Connecticut commuters to utilize Metro-North's Upper Harlem Line  
852 for commuting to New York City and White Plains; (13) developing  
853 (A) operational and fiscal plans for the expansion of local and regional  
854 bus services to coordinate with rail and ferry schedules for service to  
855 area attractions, and (B) a single ticket fare structure for such services  
856 in the Southeast Corridor, as defined in subdivision (13) of section 1 of  
857 this act; (14) a study to refine the traffic and transportation needs and  
858 modal options of the Southeast Corridor, as defined in subdivision (13)  
859 of section 1 of this act; (15) expanding express bus service in the  
860 Hartford area; (16) continuing the efforts of the Capitol Region Council  
861 of Governments to support the Hartford to New Britain Bus Way; (17)  
862 a study of the infrastructure cost and operating characteristics of rail  
863 commuter services from New Haven to Springfield, including Bradley  
864 International Airport; (18) safety and operational improvements at  
865 Interstate I-84 interchanges from Danbury to Newtown; (19) funding a  
866 safety and capacity study of Route 8 from Seymour to Waterbury; (20)  
867 funding a high speed ferry from Bridgeport to Stamford to New York;  
868 (21) funding for the implementation of a demonstration project for a  
869 freight Feeder Barge Service in Long Island Sound between the port  
870 facilities of New York and New Jersey and Bridgeport Harbor in  
871 Bridgeport and New Haven Harbor in New Haven; (22) funding  
872 administrative and consulting services for the Connecticut  
873 Transportation Strategy Board established by section 2 of this act for  
874 the fiscal years ending June 30, 2002, and June 30, 2003, in an amount  
875 not exceeding five hundred thousand dollars per year; and (23) such  
876 other specific strategic transportation improvements.

877 (b) Work on the projects and activities set forth in subsection (a) of  
878 this section shall commence on or after July 1, 2001.

879       Sec. 17. Subdivision (27) of subsection (d) of section 2c-2b of the  
880       general statutes and sections 15-101r and 15-101s of the general  
881       statutes are repealed.

882       Sec. 18. This act shall take effect from its passage, except that section  
883       8 shall take effect July 1, 2001.